

## RAILROAD SCHEDULE.

H. & T. C. R. R.	
Grand Central Depot.	
Leaves.	Arrives.
No. 1..... 9:20 a. m.	No. 2..... 7:00 p. m.
No. 3..... 10:40 p. m.	No. 4..... 6:30 a. m.
No. 5..... 3:45 a. m.	No. 6..... 1:00 p. m.

T. & N. O. R. R.	
Houston and New Orleans Trains.	
Leaves.	Arrives.
No. 1..... 4:20 a. m.	No. 2..... 10:00 p. m.
No. 3..... 7:25 p. m.	No. 4..... 8:55 a. m.
No. 5..... 7:00 a. m.	No. 6..... 10:15 p. m.

G. H. & S. A. R. R.	
Grand Central Depot.	
Leaves.	Arrives.
No. 1..... 11:15 p. m.	No. 2..... 3:35 a. m.
No. 3..... 9:15 a. m.	No. 4..... 7:05 p. m.

G. H. & S. A. R. R.	
Grand Central Depot.	
Leaves.	Arrives.
No. 1..... 9:15 a. m.	No. 2..... 9:00 a. m.
No. 3..... 6:00 a. m.	No. 4..... 6:30 p. m.
No. 5..... 1:50 p. m.	No. 6..... 10:15 p. m.

S. Y. T. & M. H. R. R.	
Grand Central Depot.	
Leaves.	Arrives.
No. 1..... 9:25 a. m.	No. 2..... 3:35 p. m.

S. A. & A. P. R. R.	
Grand Central Depot.	
Leaves.	Arrives.
No. 1..... 9:05 a. m.	No. 2..... 6:50 p. m.

G. C. & S. F. R. R.	
Grand Central Depot.	
Leaves.	Arrives.
No. 1..... 7:00 a. m.	No. 2..... 11:05 a. m.
No. 3..... 7:30 p. m.	No. 4..... 9:20 p. m.

G. C. & S. F. R. R.	
Grand Central Depot.	
Leaves.	Arrives.
No. 1..... 7:00 a. m.	No. 2..... 11:05 a. m.
No. 3..... 7:30 p. m.	No. 4..... 9:20 p. m.

H. E. & W. T. R. R.	
Fifth Ward.	
Leaves.	Arrives.
No. 1..... 6:45 a. m.	No. 2..... 10:00 p. m.
No. 3..... 7:20 p. m.	No. 4..... 9:00 a. m.

M. K. & T. Depot, Fifth Ward.	
Leaves.	Arrives.
No. 1..... 9:10 a. m.	No. 2..... 9:35 a. m.
No. 3..... 7:05 p. m.	No. 4..... 8:50 p. m.

T. & G. N. R. R.	
Grand Central Depot.	
Leaves.	Arrives.
No. 1..... 3:30 p. m.	No. 2..... 10:30 a. m.
No. 3..... 7:00 a. m.	No. 4..... 7:30 p. m.

G. H. & S. A. R. R.	
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Leaves.	Arrives.
No. 1..... 6:00 a. m.	No. 2..... 5:30 p. m.
No. 3..... 9:55 a. m.	No. 4..... 10:25 a. m.
No. 5..... 4:55 p. m.	No. 6..... 6:45 p. m.

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## AMONG THE RAILROADS.

## Mexican Central to Do a Lot of Building in the Next Year.

## AN INTERVIEW WITH PRESIDENT HAYS

## Says that the Southern Pacific is to Go Out of Politics and Be Run for Revenue.

H. H. Nickerson, general manager of the Mexican Central railroad, announces that that company is preparing for large improvements during the year. He says that almost 200 miles of new track will be laid on the different extensions and new branch lines of that system. The most important of the branch lines now under construction are the Pacific coast extension of the Guadalupe line and the Durango extension of the Paria line.

## PRESIDENT HAYS' POLICY.

## No Politics, but a Vigorous Business Administration of Affairs.

President Hays of the Southern Pacific railroad, who has arrived at San Francisco after a tour of inspection from New Orleans, along the coast, made the following statement to a reporter with regard to his policy:

"Is the road in politics?" he inquired. Being assured that it was Mr. Hays replied bluntly:

"Well, we will see. I have lost to learn yet. My policy will be to run the company as a railroad, not as a political machine. The interests of the people will be as much guarded as the interests of the railroad. If the people are prosperous, the railroad will be prosperous. We want both of them."

Asked if he would attend to the distribution of money, he replied:

"I shall make it a point to know something of the pass system. If the privileges have been abused in the past, I have not yet learned of the fact."

Mr. Hays said this is his first trip to the Pacific coast in twenty years. He has been in the country, an area he has been the manager of the Southern Pacific railroad, and he intends to make a more thorough inspection of the system than he has ever made before.

Mr. Hays said he found the very best of feeling at New Orleans, where a good deal of money had been spent in the new policy of the company toward the city, the removal of headquarters to Houston and the transfer of a portion of the company's steamship freight business to Galveston.

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count of the overflows of the Brazos river. The work of filling in the lot owned by the company is quite a job and it is estimated that it will take from two to four thousand carloads of dirt to bring the hollow places up as high as desired, which will have to be brought from some place on the Central. The work of filling will begin in a very short time.

## Verdict for the Railroad.

Little Rock, Ark., January 12.—After ten days' trial in the Federal court the celebrated suit of the Lesser Cotton company and fourteen of the largest insurance companies in the country against the St. Louis, Iron Mountain and Southern Railway company for \$105,000 (claiming a today resulted in a verdict for the defendant. The trial was to recover value of a compass burned at Newport, April 1, 1900, it being alleged that the fire was due to a spark from an engine.

## Notes and Personalities.

W. C. Cox, Jr., commercial agent of the Price, is back from a trip over his territory.

G. M. Winstead, traveling freight agent of the Cotton Belt, was out of town yesterday.

Charles D. Golding, commercial agent of the Rock Island, returned from Bryan yesterday.

J. D. Bone, local commercial agent of the Cotton Belt, has returned from a trip over his territory.

T. L. Peeler, industrial agent of the Missouri, Kansas and Texas, spent yesterday at the local offices.

W. F. McCreary, general freight agent of the Galveston, Houston and Henderson, was in this city yesterday.

Clayton Harrington, claim agent for the Southern Pacific, left his light for San Antonio on a business trip.

W. H. Taylor, general freight and passenger agent of the Houston East and West Texas, has returned from Austin.

San H. Dixon, immigration agent of the Houston East and West Texas, was at the general office of the company yesterday.

The Galveston, Houston and Henderson special for Galveston now leaves the Grand Central depot at 8:50 every Sunday morning.

J. C. Andrews, general Southwestern passenger agent of the Southern, returned from a three-day business trip over Texas territory yesterday.

Improvements to cost more than \$50,000 will be made this year by the Pennsylvania Railroad company on its main line and on the Philadelphia, Wilmington and Baltimore and the United Railroads of New Jersey divisions.

The St. Charles Car company, a branch of the American Car and Foundry company, has received the following contracts this week: Twenty-five first class coaches for the Washington and Annapolis line, ten coaches for the St. Louis and San Francisco railroad, ten coaches for the Los Angeles Terminal association, and 500 box cars for the St. Louis and Southwestern railroad.

The Eastern route has authorized excursion rates for the following meetings: National carriage and harness show, December 25 to 26; Chicago, January 25 to 26; Atlantic States Packer's association, Rochester, N. Y., February 11 to 16, and the State Horticultural association of Pennsylvania, Harrisburg, Pa., January 31 to 21.

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